

# TRIUMPH



Motorcycle Range 2005



# GO YOUR



## Cruisers

Rocket III  
Speedmaster  
America

## Urban Sports

Speed Triple  
Daytona 955i  
Sprint ST  
Tiger  
Speed Four  
Daytona 650



# OWNWAY



## Modern Classics

Thruxton 900

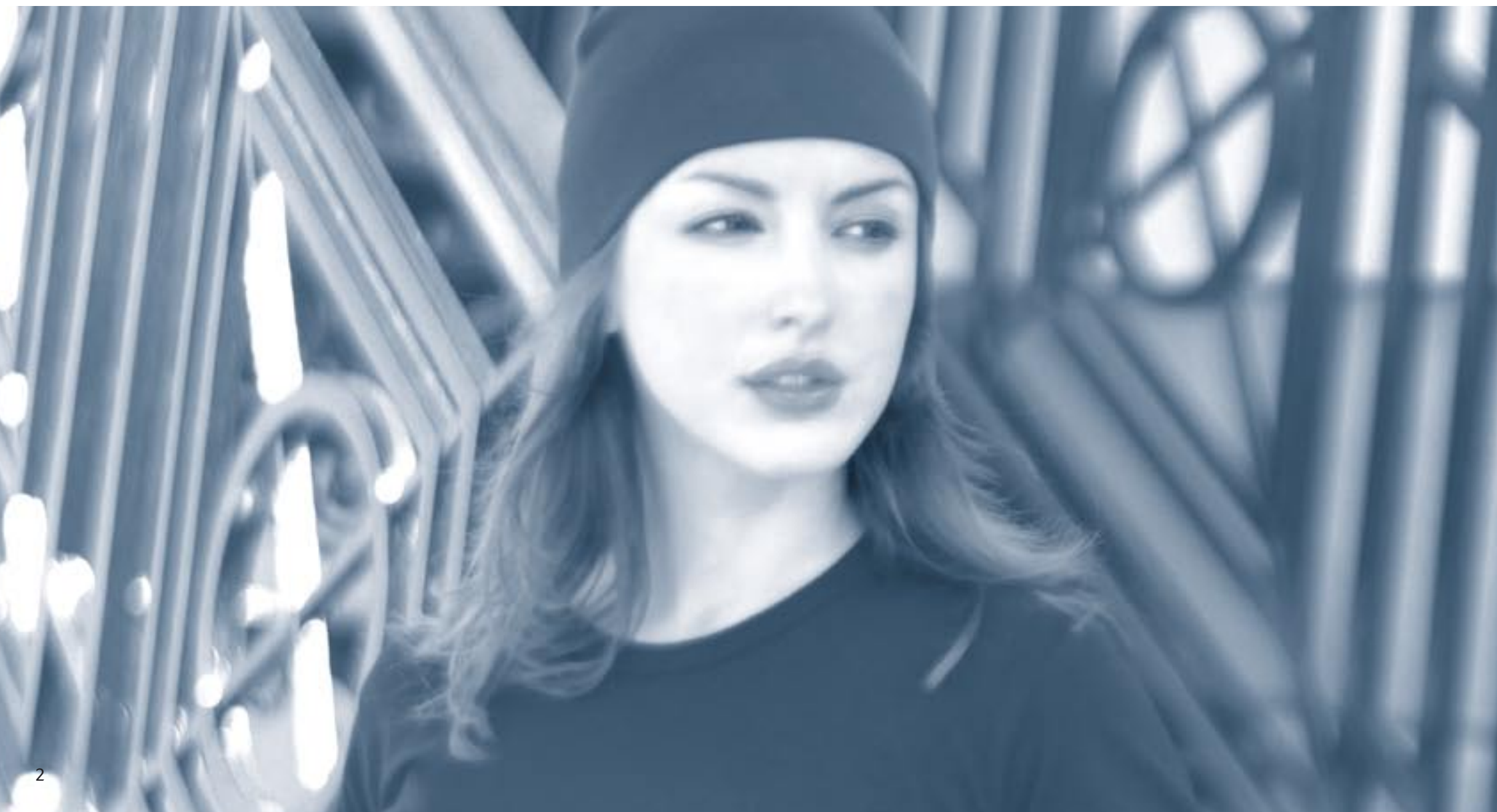
Bonneville

Bonneville T100



## Tech Specs





# “If it was another woman, at least I could compete.”

From the moment I met him I knew he was different. He was warm, affectionate and funny.

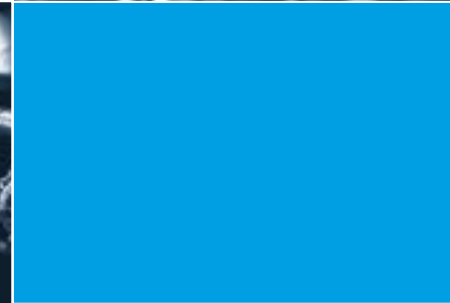
People said he was difficult because he did things his way. But he knew what he wanted from life.

Perhaps I shouldn't have been surprised when I discovered I had a rival for his time and affection.

A beautiful and sensuous rival – a Triumph. I know he appreciates great design but this is far more than just aesthetic.

He tried to explain the pleasure of the ride, the sensations he's feeling. The connection he has is almost a real, tangible thing.

He tells me not to worry, but it sounds to me like the start of a long term love affair.”





# “My woman or my bike? No competition.

How could there be?

No one can replace that smart and sexy woman in my life.

I have tried to explain to her that when we met, I knew we were a perfect match. And how I was looking for a bike that would complement me just as she did.

A strong and powerful partner with their own individual personality.

Which is when I discovered Triumph.

Of course looks were important; nothing has that distinctive and classy style.

But you can't appreciate a Triumph until you ride it.

The engine's unique personality, enticing sound and undiluted power involved me, completely.

Here was a bike that responded instinctively to my touch, my wishes.  
I was exhilarated.

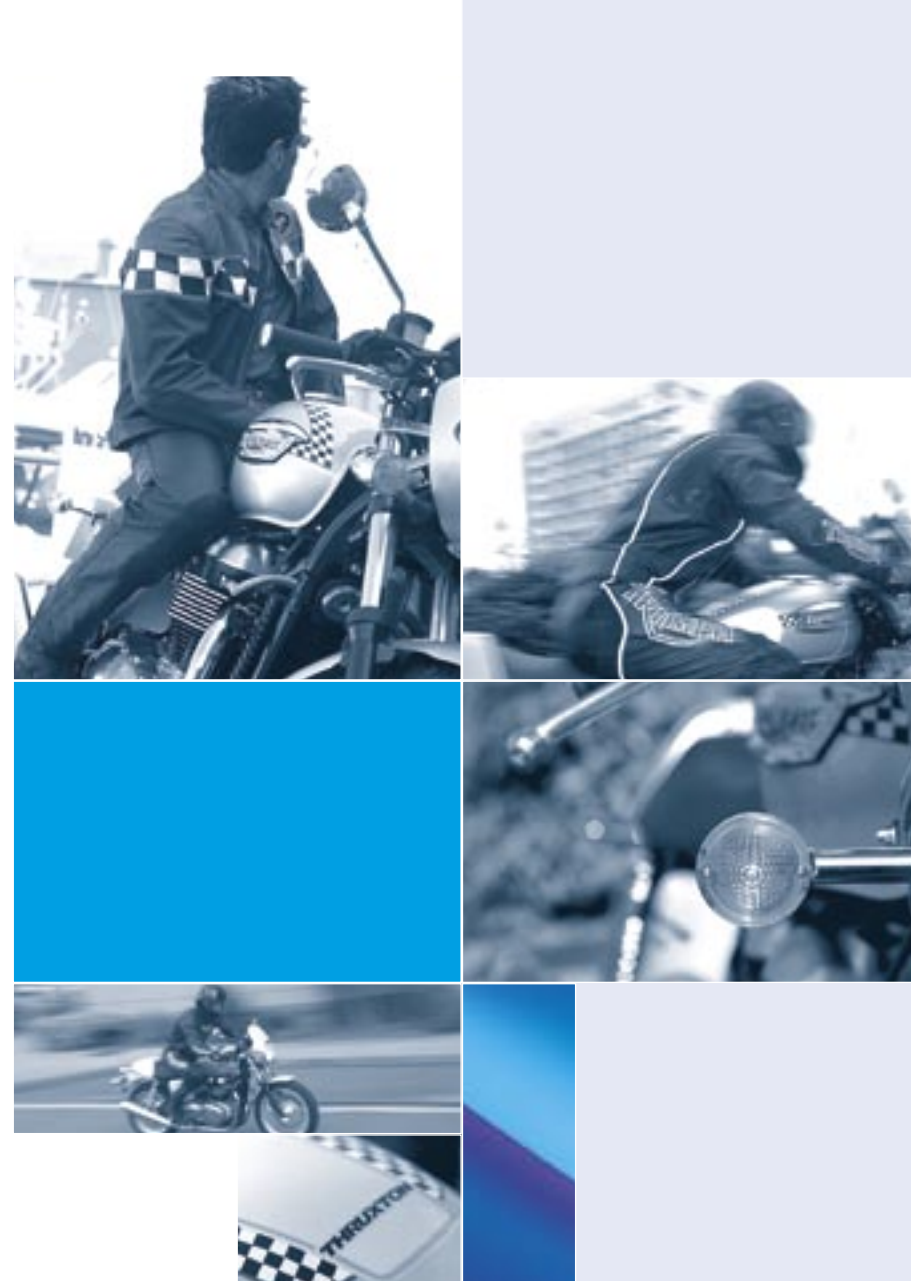
And at the end of that first amazing ride, we were no longer man and machine.

We were one.

I knew then we would be spending a lot of time together. This was the start of a very special relationship.

Will she understand?

I hope so, because with Triumph there is no competition.”









Eat up the miles with Triumph's stunning range of Cruisers. Each a perfect balance of power and performance. Including the amazing Rocket III, the most impressive production motorcycle in the world. Already a modern legend.



Rocket III  
Speedmaster  
America





# ROCKET III

Just a few short years ago a cruiser with the sheer performance of the Rocket III would have been an impossible daydream, an engineer's 'what if...'

Now, the dream, the what if, is an awesome reality.

The Rocket III is a whirling, mechanised cyclone of power. Its three fuel-injected cylinders displace a monstrous 2,294cc and pump out 147lb-ft of torque. That amazing output is fed to the giant 240-section rear tyre via a five-speed gearbox and shaft drive, while the massively strong steel frame, upside-down forks and Daytona 955i spec four-piston brake calipers elementally contain the Rocket III's potential.

But the Rocket III is in possession of a fine balance. Of course it demands respect on all levels but it remains a truly useable machine, and will tour highways, cruise streets and hustle turns with effortless ability. The Rocket III may be the largest capacity production motorcycle in the world but it's designed to be ridden, used.

True individuality is rare and the Rocket III has forever defined a complete generation of motorcycles. Everything about it is special. Its muscular performance, stunning looks, attention to detail and monumental presence are simply unique.

Which means the Rocket III isn't just a special motorcycle. It's a truly extraordinary one.



JET BLACK



GRAPHITE



CARDINAL RED







# SPEEDMASTER

Dark, brooding lines and a stripped-down hot-rod essence make the Speedmaster a standout middleweight cruiser.

But more can sometimes be more. And while the lean Speedmaster retains its low-slung and nimble street prowler chassis it now has more low-down torque thanks to its new 865cc, air-cooled, twin-cylinder engine. And due to the 270° firing-interval each power pulse from each piston is delivered in a seamless, languid flow that hooks the fat 170-section rear tyre to the road.

The flat 'drag' style handlebars, double front discs and wide-set telescopic forks ensure a sporty and controlled ride. As well as flawless function the Speedmaster has an elegant form all its own. A satin-black engine finish and near-solid 15-inch rear wheel add to the show and whether on the move or at a standstill the Speedmaster turns heads, hard.

The Speedmaster has the edge. It's built for city streets and twisting roads with an engine that inspires and a chassis that excels.

Above all else it's been built to perform.



JET BLACK



JET BLACK /  
NEON BLUE



JET BLACK /  
TORNADO RED







# AMERICA

You want – no, need – to ride. You feel the calling deep inside your soul. The open road beckons, waiting to be ridden, waiting for you.

The America is your passport to freedom, your ticket to ride. At its heart is a handsome 790cc, air-cooled, twin-cylinder engine that delivers smooth easy-going power and a rhythmic, laid-back soundtrack with every twist of throttle. Wide, pull back bars, low 28-inch seat height, forward-set 'highway' style foot controls and powerful disc brakes further reduce effort while adding to the America experience.

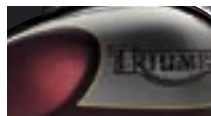
Custom touches abound. Deep chromed slash-cut mufflers, two-tone paintwork and meaty 15-inch, spoked rear wheel give the America an individual appeal, perfect as is or ready for further personalisation. Which, thanks to Triumph's extensive catalogue of factory custom parts, is easy.

No boundaries, then. No restrictions, no phone calls, no way. Just you, your America, and the road ahead. It's what you've been waiting for.

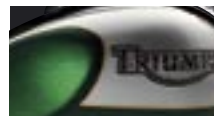
Go to it.



JET BLACK



MULBERRY RED/  
GRAPHITE



GOODWOOD GREEN/  
SILVER



The word on the street is Triumph.  
And the sound that beats their  
arrival is a special and throaty roar.  
Sexy, head-turning looks are matched  
by exhilarating performance and  
precise handling.



## Urban Sports

Speed Triple

Daytona 955i

Sprint ST

Tiger

Speed Four

Daytona 650







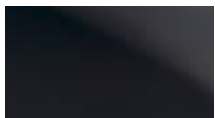
# SPEED TRIPLE

To become a true icon is no easy feat. But from its very first incarnation over a decade ago the Speed Triple assumed just that status, mixing a primal three-cylinder core with sporting ability and an aggressive, stripped-down stance. Some things are just right and meant to be. The Speed Triple has always been one of those things.

And the icon's been reborn. A brand new 1050cc, three-cylinder, fuel-injected engine gives great welts of bottom-end torque, massive mid-range punch and impressive levels of power. Yet this is no mere steroid injection. The motor's been refined with a new slick-shifting gearbox and clutch, yet the gnarly character of the in-line triple, that's proven so addictive to legions of Speed Triple devotees, remains fully intact.

Containing this powerhouse is a completely new chassis. A rigid aluminium frame, fully adjustable upside-down forks and remote reservoir rear shock, radial four-piston brake calipers, five-spoke wheels and an evocative single-sided swingarm give cutting edge precision, while the Speed Triple's brutal style is inspired by the short, cut-down look so popular on the streets of southern Europe.

Stronger. Smoother. Sharper. The Speed Triple legend continues.



JET BLACK



NEON BLUE



SCORCHED YELLOW







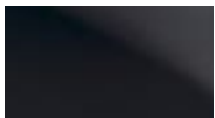
# DAYTONA 955i

The Daytona 955i has proved, over the years and miles, that balance is everything. With large amounts of horsepower comes the need for finesse. And while achieving true balance for a sports machine is no easy task, the Daytona 955i excels because it's been designed, from its inception, as a real world performance motorcycle.

And performance is intrinsic to the Daytona 955i's appeal. Its fuel-injected, three-cylinder engine packs a heavyweight 147bhp punch, which the benchmark chassis – that includes aluminium frame, fully adjustable suspension and powerful four-piston front brake calipers – intuitively contains.

Sleek lines add real class and a touch of 'GT' style to the Daytona 955i's multi-faceted persona, while its sophisticated ergonomics make for all day riding comfort. Beautifully blending raucous, triple-cylinder brawn with scalpel-like handling ability, the Daytona 955i is an intoxicating mix. It's the light with the shade, the rough with the smooth, the sugar and the spice. It's all of these things, and more.

The Daytona 955i is a unique proposition. It matches power to control and serves up a hugely satisfying riding experience in the process. Now that's what you call balance.



JET BLACK\*

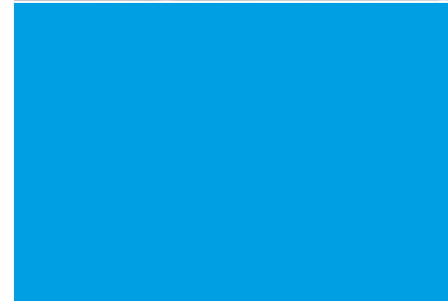


TORNADO RED



RACING YELLOW\*

\* Special edition available with black frame, swingarm and wheels





# SPRINT ST

Life is full of compromises, as are many motorcycles. The Sprint ST, thankfully, doesn't have to make any. It's a sports bike that covers miles, a touring bike that carves corners with a truly usable mix of poise, power and all-round practicality.

And the Sprint ST has evolved even further. Its new 1050cc, fuel-injected, triple-cylinder motor has more of everything that makes it so usable – more torque, for effortless drive in any gear and more horsepower for when it's needed. Further refining the engine is a revised gearbox and clutch while the lusty nature of the three-cylinder layout, with its creamy delivery, remains unfettered.

Matching the Sprint ST's engine is a new chassis with redesigned beam frame, cartridge-style telescopic forks and five-spoke wheels. Its sleek look is simply stunning and everywhere little touches, like the chrome infill bars and front indicators set in the mirrors, add class. Styling cues, such as the triple front headlights and triple exit exhausts, complement each other fluidly.

The Sprint ST is a well-rounded platform for travel, adventure and excitement. Its success lies in its polish, the way it works as a complete machine, as a whole.

Nope, compromise does not exist for the Sprint ST. It does it all in style, quite naturally.



CASPIAN BLUE



ALUMINIUM SILVER





# TIGER

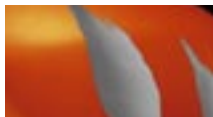
The horizon is the Tiger's destination, vast expanses its home. It thrives on challenge and lives for the journey and, no matter the task in hand, performs as only a bike with its depth can.

And it's tauter, sharper and more usable than ever thanks to a completely new chassis. Cast wheels allow wide, sticky tyres that are fully exploited by the honed, lowered suspension and quick-steering frame geometry. Total competence and neutrality, from sinuous switchback to four-lane black top, is Tiger territory.

Powering the Tiger is a seminal fuel-injected, 955cc, three-cylinder engine. A motor that's the very definition of real-world drivability, a motor that instantly involves the rider with every twist of throttle and turn of crankshaft. Mile after mile, horizon after horizon.

Practical, common sense touches – like custom-fit hard cases as standard – and tens of thousands of miles' experience make the Tiger a trusted travelling companion. And each comes with a guarantee of riding satisfaction, of distance covered, tales told and journeys won. Of adventure.

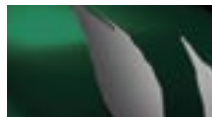
The world's a big place. The Tiger has its measure.



LUCIFER ORANGE



ALUMINIUM SILVER



BRITISH RACING GREEN









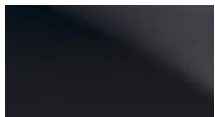
# SPEED FOUR

A sporty, middleweight motorcycle has to perform in many environments – from racetrack to city street and winding back road, perhaps in one day. And the Speed Four has been built not just to perform.

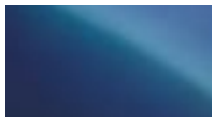
But to amaze.

Its lineage is pure supersports but with a twist – an X-factor – all of its own. The Speed Four's howling 599cc, four-cylinder, fuel-injected engine gives instant, thrilling power all the way to the redline and its taut, race-spec chassis and high quality, fully adjustable suspension connects the rider intuitively to the road flashing beneath.

The naked, bare-boned style of the Speed Four marks its individuality, unique character and eagerness to stand well clear of the workaday, homogenous masses. It's a statement of attitude mixed with a shot of pure adrenaline. And fittingly the Speed Four is not merely ridden; it's worn as an extension of the soul.



JET BLACK



NEON BLUE





# DAYTONA 650

What supersports machine has a race-bred chassis offering direct, uncut connectivity and a thrilling engine spinning out a maelstrom of power and torque, wrapped in a distinct, seductive form?

The Daytona 650.

Take the Daytona 650's raucous new fuel-injected, four-cylinder 646cc engine. Who says you can't have it all, anyway? Nobody around here, that's for sure. The Daytona 650's unstoppable surge of top-end power is bolstered with a great gobble of mid-range torque and the result is a power delivery that works effortlessly on road and addictively on track.

Its peerless handling has been relentlessly honed on the racetrack and the rigid aluminium twin-spar frame, fully adjustable, race-specification suspension, four-piston brake calipers and lightweight wheels offer an undiluted supersports experience. With the added dimension of real world, real roads usability, the benchmark of Triumph's philosophy.

You can have it all. The Daytona 650 proves that.




TORNADO RED



RACING YELLOW







A range of bikes that evokes Triumph's rich and unique heritage. Not just in the legendary styling and timeless design of the classic lines, but in the strength of engineering and excitement of the ride.



## Modern Classics

Thruxton 900

Bonneville

Bonneville T100







# THRUXTON 900

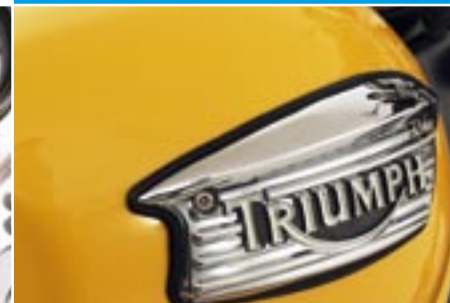
The past is a glorious place to visit, for a brief time at least. But the past can also teach us much and one lesson has stood the passage of time – that the raw essence of motorcycling transcends all technology. And all that's really needed, for many, are an engine, two wheels and a pair of handlebars.

No more, no less.

A fact the Thruxton 900 proved so elegantly. Drawing on the Spartan café racing machines of the sixties and taking its name from the near-mythic racing Triumphs from the same era, its 865cc, air-cooled, twin-cylinder engine looks and feels like a motorcycle engine should – real. Wrapping the motor is a precisely crafted chassis that inspires confidence, thanks to fine-tuned suspension and delivers total control, thanks to quick steering and powerful brakes.

The Thruxton 900's silhouette sends nape hairs instantly on end; the steeply angled clip-on handlebars, rear-set footpegs and evocative seat hump connect the past with the present. And look so right.

And like the saying goes, handed down through the ages; if it looks right, it is right.



JET BLACK/  
SILVER



CASPIAN BLUE/  
SILVER



RACING YELLOW/  
SILVER



# BONNEVILLE

A modern day roadster with a tangible connection to the classic style of times gone by, the Bonneville mixes timeless British engineering with modern technology and thinking. The result is captivating.

As befits such an honest machine, at the core of the Bonneville is a sonorous and instantly recognisable 790cc, air-cooled, twin-cylinder engine. Laden with character – and with a distinct kick in its power delivery – the Bonnie engine entertains as much as it transports.

Matching the rugged motor is a chassis of substance. A massively strong, tubular steel, cradle frame, telescopic forks and disc brakes provide surefooted confidence while nimble steering geometry makes the Bonneville a sweet, neutral ride.

In an ever more complicated world sometimes the simple things bring the most pleasure. The Bonneville is an uncomplicated – and very real – motorcycle that blends the old and new. It appeals because it looks, feels and sounds just as a motorcycle should.

There's nothing clever about that. But then maybe that's the point.



JET BLACK\*



GOODWOOD GREEN



AEGEAN BLUE

\* Also available with black engine finish







# BONNEVILLE T100

Adding subtle touches to the uncluttered Bonneville form, the T100 roadster wears a little extra to mark its connection with the classic speedster of the sixties.

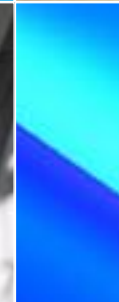


And a little extra spice, too. The T100's new, full-blooded, 865cc, air-cooled, parallel twin-cylinder engine gives a throaty performance echoed by the mellow backbeat from its twin pea-shooter exhaust pipes. Deep-chromed engine covers add lustre while the tachometer, flanking the speedometer, marks out the revolutions.

The T100's chassis thrives on the extra power and torque available from the engine, delivering secure road-holding, effortless steering and easy-going manners – as you'd expect of a motorcycle drawn from Bonneville stock.

Always a distinctive machine, crisp hand-applied coach lines adorn the T100's two-tone paint and the tank-mounted rubber knee-pads add nostalgic charm and practicality. It's a pleasure to ride, to own, with a unique character that defies comparison.

The Bonneville T100. An individual motorcycle and a very individual choice.



JET BLACK/  
WHITE



WHITE/  
TANGERINE

# ACCESSORIES

Express your own individuality to the full with the Triumph collection of motorcycle accessories.

All are styled and developed at exactly the same time as our motorcycles, so they look and feel a fully integrated part of the overall design.

See our separate Accessories Brochure and talk to your Triumph Dealer. There you will find a very personal approach to personalising your bike.



# CLOTHING

With Triumph Clothing you can go your own way and you can do it in style.

We use only the most innovative and technically advanced fabrics, because we believe that's what is best for performance and looks.

And all are fashioned to reflect the true character and personality of Triumph.

But see for yourself in our separate Clothing and Personal Accessories Brochure. Or make your way down to your Triumph Dealer.



MODEL	ENGINE						TRANSMISSION									
	TYPE	CAPACITY	BORE/ STROKE	COMPRESSION RATIO	FUEL SYSTEM	IGNITION	PRIMARY DRIVE	FINAL DRIVE	CLUTCH	GEARBOX	FRAME	SWINGARM	WHEELS		TYRES	
													FRONT	REAR	FRONT	REAR
ROCKET III	Liquid-cooled, DOHC, in-line 3-cylinder	2294cc	101.6 x 94.3mm	8.7:1	Multipoint sequential electronic fuel injection	Digital – inductive type – via electronic engine management system	Gear	Shaft	Wet, multi-plate	5-speed	Tubular steel, twin spine	Twin-sided, steel	Alloy 5-spoke, 17 x 3.5in	Alloy 5-spoke, 16 x 7.5in	150/80 R 17	240/50 R 16
SPEEDMASTER	Air-cooled, DOHC, parallel-twin, 270° firing interval	865cc	90 x 68mm	9.2:1	Twin carburettors with throttle position sensor and electric carburettor heaters	Digital – inductive type	Gear	X ring chain	Wet, multi-plate	5-speed	Tubular steel cradle	Twin-sided, tubular steel	Alloy 6-spoke, 18 x 2.5in	Alloy 15 x 3.5in	110/80 18	170/80 R 15
AMERICA	Air-cooled, DOHC, parallel-twin, 270° firing interval	790cc	86 x 68mm	9.2:1	Twin carburettors with throttle position sensor and electric carburettor heaters	Digital – inductive type	Gear	X ring chain	Wet, multi-plate	5-speed	Tubular steel cradle	Twin-sided, tubular steel	36-spoke, 18 x 2.5in	40-spoke, 15 x 3.5in	110/90 18	170/80 15
SPEED TRIPLE	Liquid-cooled, DOHC, in-line 3-cylinder	1050cc	79 x 71.4mm	12.0:1	Multipoint sequential electronic fuel injection	Digital – inductive type – via electronic engine management system	Gear	X ring chain	Wet, multi-plate	6-speed	Tubular, fabricated aluminium alloy perimeter	Single-sided, aluminium alloy with eccentric chain adjuster	Alloy 5-spoke, 17 x 3.5in	Alloy 5-spoke, 17 x 5.5in	120/70 ZR 17	180/55 ZR 17
DAYTONA 955i	Liquid-cooled, DOHC, in-line 3-cylinder	955cc	79 x 65mm	12.0:1	Multipoint sequential electronic fuel injection	Digital – inductive type – via electronic engine management system	Gear	X ring chain	Wet, multi-plate	6-speed	Tubular, fabricated aluminium alloy perimeter	Single-sided, aluminium alloy with eccentric chain adjuster	Alloy 3-spoke, 17 x 3.5in	Alloy 3-spoke, 17 x 6.0in	120/70 ZR 17	190/50 ZR 17
SPRINT ST	Liquid-cooled, DOHC, in-line 3-cylinder	1050cc	79 x 71.4mm	12.0:1	Multipoint sequential electronic fuel injection	Digital – inductive type – via electronic engine management system	Gear	X ring chain	Wet, multi-plate	6-speed	Aluminium beam perimeter	Single-sided, aluminium alloy with eccentric chain adjuster	Alloy 5-spoke, 17 x 3.5in	Alloy 5-spoke, 17 x 5.5in	120/70 ZR 17	180/55 ZR 17
TIGER	Liquid-cooled, DOHC, in-line 3-cylinder	955cc	79 x 65mm	11.65:1	Multipoint sequential electronic fuel injection	Digital – inductive type – via electronic engine management system	Gear	X ring chain	Wet, multi-plate	6-speed	Tubular steel perimeter	Twin-sided, aluminium alloy	Cast, 14-spoke, 19 x 2.5in	Cast, 14-spoke, 17 x 4.25in	110/80 V 19	150/70 V 17
SPEED FOUR	Liquid-cooled, DOHC, in-line 4-cylinder	599cc	68 x 41.3mm	12.5:1	Multipoint sequential electronic fuel injection with forced air induction	Digital – inductive type – via electronic engine management system	Gear	X ring chain	Wet, multi-plate	6-speed	Aluminium beam perimeter	Twin-sided, aluminium alloy	Alloy 3-spoke, 17 x 3.5in	Alloy 3-spoke, 17 x 5.5in	120/70 ZR 17	180/55 ZR 17
DAYTONA 650	Liquid-cooled, DOHC, in-line 4-cylinder	646cc	68 x 44.5mm	12.85:1	Twin-butterfly, multipoint sequential electronic fuel injection with forced air induction	Digital – inductive type – via electronic engine management system	Gear	X ring chain	Wet, multi-plate	6-speed	Aluminium beam perimeter	Twin-sided, aluminium alloy	Alloy 3-spoke, 17 x 3.5in	Alloy 3-spoke, 17 x 5.5in	120/70 ZR 17	180/55 ZR 17
THRUXTON 900	Air-cooled, DOHC, parallel-twin, 360° firing interval	865cc	90 x 68mm	9.2:1	Twin carburettors with throttle position sensor and electric carburettor heaters	Digital – inductive type	Gear	X ring chain	Wet, multi-plate	5-speed	Tubular steel cradle	Twin-sided, tubular steel	36-spoke, 18 x 2.5in	40-spoke, 17 x 3.5in	100/90 18	130/80 R 17
BONNEVILLE	Air-cooled, DOHC, parallel-twin, 360° firing interval	790cc	86 x 68mm	9.2:1	Twin carburettors with throttle position sensor and electric carburettor heaters	Digital – inductive type	Gear	X ring chain	Wet, multi-plate	5-speed	Tubular steel cradle	Twin-sided, tubular steel	36-spoke, 19 x 2.5in	40-spoke, 17 x 3.5in	100/90 19	130/80 17
BONNEVILLE T100	Air-cooled, DOHC, parallel-twin, 360° firing interval	865cc	90 x 68mm	9.2:1	Twin carburettors with throttle position sensor and electric carburettor heaters	Digital – inductive type	Gear	X ring chain	Wet, multi-plate	5-speed	Tubular steel cradle	Twin-sided, tubular steel	36-spoke, 19 x 2.5in	40-spoke, 17 x 3.5in	100/90 19	130/80 17

CYCLE PARTS				DIMENSIONS								PERFORMANCE <small>(MEASURED AT CRANKSHAFT TO DIN 70020)</small>		COLOURS
SUSPENSION		BRAKES		LENGTH	WIDTH <small>(HANDLEBARS)</small>	HEIGHT	SEAT HEIGHT	WHEELBASE	RAKE/ TRAIL	WEIGHT <small>(DRY)</small>	FUEL TANK CAPACITY	MAXIMUM POWER	MAXIMUM TORQUE	
FRONT	REAR	FRONT	REAR											
43mm upside down forks	Chromed spring twin shocks with adjustable preload	Twin 320mm floating discs, 4 piston calipers	Single 316mm disc, 2 piston caliper	2500mm (98.4in)	970mm (38.2in)	1165mm (45.9in)	740mm (29.1in)	1695mm (66.7in)	32°/ 152mm	320kg (704lbs)	25 litres (6.6 gal US)	142PS (140bhp) at 5,750rpm	200Nm (147ft.lbf) at 2,500rpm	Jet Black, Graphite, Cardinal Red
41mm forks	Chromed spring twin shocks with adjustable preload	Twin 310mm discs, 2 piston calipers	Single 285mm disc, 2 piston caliper	2420mm (95.3in)	830mm (32.7in)	1160mm (45.7in)	720mm (28.3in)	1655mm (65.2in)	33.3°/ 153mm	229kg (504lbs)	16.6 litres (4.4 gal US)	55PS (54bhp) at 6,500rpm	68Nm (51ft.lbf) at 3,500rpm	Jet Black, Jet Black/Neon Blue, Jet Black/Tornado Red
41mm forks	Chromed spring twin shocks with adjustable preload	Single 310mm disc, 2 piston caliper	Single 285mm disc, 2 piston caliper	2420mm (95.2in)	960mm (37.8in)	1170mm (46.1in)	720mm (28.3in)	1655mm (65.2in)	33.3°/ 153mm	226kg (497lbs)	16.6 litres (4.4 gal US)	62PS (61 bhp) at 7,400rpm	60Nm (44ft.lbf) at 3,500rpm	Jet Black, Goodwood Green/Silver, Mulberry Red/Graphite
45mm USD forks with dual rate springs and adjustable preload, rebound and compression damping	Monoshock with adjustable preload, rebound and compression damping	Twin 320mm floating discs, 4 piston radial calipers	Single 220mm disc, 2 piston caliper	2115mm (83.3in)	780mm (30.7in)	1250mm (49.2in)	815mm (32.1in)	1429mm (56.2in)	23.5°/ 84mm	189kg (416lbs)	18 litres (4.7 gal US)	130PS (128bhp) at 9,100rpm	105Nm (78ft.lbf) at 5,100rpm	Jet Black, Neon Blue, Scorched Yellow
45mm forks with dual rate springs and adjustable preload, rebound and compression damping	Monoshock with adjustable preload, rebound and compression damping	Twin 320mm floating discs, 4 piston calipers	Single 220mm disc, 2 piston caliper	2072mm (81.6in)	725mm (28.5in)	1165mm (45.9in)	815mm (32.1in)	1426mm (56.1in)	22.5°/ 78.7mm	191kg (420lbs)	20 litres (5.2 gal US)	149PS (147bhp) at 10,700rpm	100Nm (74ft.lbf) at 8,200rpm	Jet Black, Tornado Red, Racing Yellow
43mm cartridge forks with dual rate springs and adjustable preload	Monoshock with adjustable preload and rebound damping	Twin 320mm floating discs, 4 piston calipers	Single 255mm disc, 2 piston caliper	2114mm (83.2in)	745mm (29.3in)	1228mm (48.3in)	805mm (31.7in)	1457mm (52.4in)	24°/ 90mm	210kg (462lbs)	21 litres (5.5 gal US)	125PS (123bhp) at 9,250rpm	104Nm (77ft.lbf) at 5,000rpm	Caspian Blue, Aluminium Silver
43mm forks	Monoshock with remotely adjustable preload and rebound damping	Twin 310mm discs, 2 piston calipers	Single 285mm disc, 2 piston caliper	2250mm (88.6in)	860mm (33.8in)	1390mm (54.7in)	840-860mm (33.1-33.8in)	1515mm (59.6in)	25.8°/ 87.9mm	215kg (474lbs)	24 litres (6.3 gal US)	105PS (104bhp) at 9,500rpm	92Nm (67ft.lbf) at 4,400rpm	Jet Black, Lucifer Orange, British Racing Green
43mm forks with dual rate springs and adjustable preload, rebound and compression damping	Monoshock with adjustable preload, rebound and compression damping	Twin 310mm floating discs, 4 piston calipers	Single 220mm disc, single piston caliper	2165mm (85.2in)	690mm (27.2in)	1110mm (43.7in)	810mm (31.9in)	1395mm (54.9in)	24.6°/ 89.1mm	170kg (374lbs)	18 litres (4.7 gal US)	98PS (97bhp) at 11,750rpm	68Nm (51ft.lbf) at 10,500rpm	Jet Black, Neon Blue
43mm forks with adjustable preload, rebound and compression damping	Monoshock with adjustable preload, rebound and compression damping	Twin 308mm floating discs, 4 piston calipers	Single 220mm disc, single piston caliper	2112mm (83.1in)	712mm (28.0in)	1131mm (44.5in)	815mm (32.1in)	1390mm (54.7in)	24.6°/ 89.1mm	165kg (363lbs)	18 litres (4.7 gal US)	114PS (112bhp) at 12,500rpm	68Nm (51 ft.lbf) at 11,500rpm	Tornado Red, Racing Yellow
41mm forks with adjustable preload	Chromed spring twin shocks with adjustable preload	Single 320mm floating disc, 2 piston caliper	Single 255mm disc, 2 piston caliper	2150mm (84.6in)	695mm (27.4in)	1095mm (43.1in)	790mm (31.1in)	1490mm (56.7in)	27°/ 97mm	205kg (451lbs)	16 litres (4.2 gal US)	70PS (69bhp) at 7,250rpm	72Nm (53ft.lbf) at 5,750rpm	Jet Black/Silver, Caspian Blue/Silver, Racing Yellow/Silver
41mm forks	Chromed spring twin shocks with adjustable preload	Single 310mm disc, 2 piston caliper	Single 255mm disc, 2 piston caliper	2230mm (87.8in)	840mm (33.1in)	1100mm (43.3in)	775mm (30.5in)	1500mm (59.1in)	28°/ 110mm	205kg (451lbs)	16.6 litres (4.4 gal US)	62PS (61 bhp) at 7,400rpm	60Nm (44ft.lbf) at 3,500rpm	Jet Black, Aegean Blue, Goodwood Green
41mm forks	Chromed spring twin shocks with adjustable preload	Single 310mm disc, 2 piston caliper	Single 255mm disc, 2 piston caliper	2230mm (87.8in)	840mm (33.1in)	1100mm (43.3in)	775mm (30.5in)	1500mm (59.1in)	28°/ 110mm	205kg (451lbs)	16.6 litres (4.4 gal US)	64PS (63bhp) at 7,250 rpm	68Nm (50ft.lbf) at 6,000 rpm	Jet Black/White, White/Tangerine



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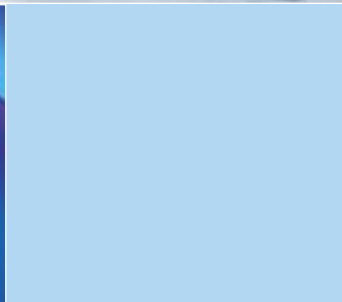
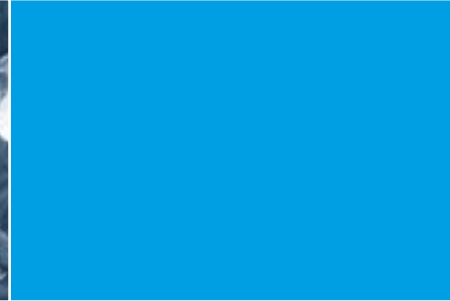
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